Amendments to the Specification

Please replace the paragraph on page 10, lines 17-27 of the original application with the following replacement paragraph:

With a view to improving the solutions shown earlier (using a transmission selection mechanism on the shaft 1 of the alternator-starter ATD), and with a view to making minimal modifications to the pulley 30 of the crankshaft V, it is possible (see FIGS. 2A and 2B) to use an intermediate double pulley 23. What this does is allow the starting power supplied by the pulley 2 to be transmitted via the flexible link 4 mounted on its pulley 23_2 [[23_1]], of diameter D2 [[D1]], to the pulley 30 of the crankshaft V via the flexible link 5 mounted on its pulley 23_1 [[23_2]] of diameter D1 [[D2]].

Please replace the paragraph on page 12 lines 3-23 of the original application with the following replacement paragraph:

With the combustion engine not running, the pulleys 2 and 3 connected to the pulley 30 of the crankshaft V via the flexible links 4 and 5 respectively are stationary. When voltage is applied to the alternator-starter ATD, the shaft 1 of the alternator-starter ATD begins to turn at an angular velocity ω_1. The power transmission mechanism 41 transmitting power between the shaft 1 and the pulley 2 engages, so as to fasten the shaft 1 to the pulley 2 (figure 5). Power is transmitted from the shaft 1 to the pulley 2, which has a radius of R_2. The pulley 2 therefore turns at an angular velocity $\omega_2 = \omega_1$. The pulley 2 drives the rotation of the pulley 30 of the crankshaft V which has a radius R_v at a velocity ω_v via the flexible link 4 in order to turn over the combustion engine. The pulley 30 of the crankshaft V, which turns at the angular velocity ω_v, is also connected to the pulley 3, which has a radius of R_3, via a flexible link 5 and so the pulley 3, which has a radius of R_3, is driven in rotation at the angular velocity ω_3. The velocity calculation yields: $\omega_3 \times R_3 = \omega_v \times R_v$ and $\omega_2 \times R_2 = \omega_v \times R_v$ hence $\omega_3 = \omega_2 \times R_2/R_3$. Now ~~now~~ $R_3 > R_2$, hence $\omega_3 < \omega_2 = \omega_1$.

Please replace the paragraph on page 21, lines 10-20 of the original application with the following replacement paragraph:

In FIG. 18, the flexible link 5 (in the foreground) transmits the power between the pulley 30 of the crankshaft V and pulleys 3 and 3c of the alternator-starter ATD and of an accessory C (not depicted, identified by its shaft 1c), respectively. Likewise, the flexible link 4 (darkened) transmits its power between the pulleys 2 and 2c of the alternator-starter ATD and of the accessory C respectively. In the drawings, and for a better understanding, the elements of the mechanism that are mounted on the accessory C [[3C]] bear the index c.